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11 February 2000
B-H200-16888-ASI

Mr. Jim Hookey, AS-40
National Transportation Safety Board, AS-40
490 L' Enfant Plaza East, SW
Washington, DC 20594

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Subject: Engine Fuel Flow FDR Data – Egyptair 767-300ER SU-GAP, Accident Off Nantucket, Massachusetts – 31 October, 1999

Reference: Our letter B-H200-16868-ASI, 18 January 2000

Dear Mr. Hookey:

Per your request, please find the contents of the reference letter reiterated below.

Background

During the Egypt Air 990 descent, both engine's Fuel Control Switches were moved to CUTOFF, and as expected the FDR data showed that there were immediate positive indications that fuel was cut to the engine (e.g. rotor speed and EGT decrease). However, the FDR data indicated that Fuel Flow for both engines remained steady at idle levels (approximately 1300 lbs./hr) for four seconds after engine shutdown. From the other indications it can be determined that this Fuel Flow indication was not accurate. A review of the Fuel Flow Indication System was undertaken to explain why this occurred.

Results from the System Review

The factors contributing to the Fuel Flow FDR characteristics are as follows:

1. The Fuel Valve closure rate is on the order of 250 msec once the command from the Fuel Control Switch is moved to CUTOFF.

2. The EICAS incorporates the following filter: 'When no Fuel Flow activity exists or its input sample is less than 300 lbs./hr, and persists for 1.5 seconds, then set the resulting filtered value to zero. While this time delay is running, but not expired, then the previous sampled value prior to the activation of the time delay, shall continue to be input to the filter.' This EICAS filtered Fuel Flow is sent to the Flight Data Recorder (FDR) to be recorded. This 1.5-second time delay will occur every time the engine is shutdown.

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3. The Fuel Flow parameter is recorded by the FDR once per second; this could contribute from 0 to 1 second time delay in the Fuel Flow data going to zero when the fuel was turned off.

4. AMETEK recently performed lab testing of the same model of Fuel Flow Transmitter as used by the Egypt Air 767 airplane. The test condition consisted of setting up a steady fuel flow of 1300 lbs./hr, then abruptly closing a Fuel Shut-off Valve upstream of the Fuel Flow Transmitter, while observing the start/stop signal pairs with an oscilloscope. The rotating element of the Fuel Flow Transmitter, which generates the start pulse, was observed to continue to rotate for 4 to 5 seconds following fuel shut-off. All signal generation subsides when the rotor stops spinning. For two representative tests, fuel flow signals greater than 300 lbs./hr continued for 8 start/stop signal pairs (approximately 4 - 5 seconds) following fuel shut-off.

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Results from the Flight Test

Boeing conducted a Fuel Flow FDR test using airplane VS307 on 11 January 2000. The following are the findings from this test with enclosed data plots:

1. The account from the observers was that during the engine shutdown the EICAS fuel flow indication showed that fuel flow remained steady at 600 kg/hr (1300 lbs./hr) for approximately 4 seconds after the Fuel Control Switch was moved to CUTOFF, before briefly dropping to zero, then momentarily spiking up to 1000 kg/hr (2200 lbs./hr), then steady again at zero. Both engines were observed to show these same characteristics. The N2 indication was observed to show an almost immediate decay when the Fuel Control Switch was moved to CUTOFF.

2. Because the FDR parameter for the Fuel Control Switch position records once every four seconds, it can not be determined exactly where the fuel was shutoff. For analysis purposes, the initial decay in EGT, N2 and N1 is used as the "zero time" point for "fuel shutoff". The EGT, N2, N1, and fuel flow data is recorded once every second, therefore the exact occurrence of the event can only be determined to an accuracy of 1 second.

3. Following "fuel shutoff" (as defined by the initial decay in engine parameters), the left engine fuel flow remained at idle flow for 2 - 3 seconds, then showed a flow of zero. Five seconds after fuel shutoff, the left engine fuel flow showed a spike to 2400 lbs./hr (1100 kg/hr) for one data point, then back to a steady flow of zero.

4. Following "fuel shutoff", the right engine fuel flow remained at idle flow for 2 - 3 seconds, then showed a flow of zero. Four seconds after fuel shutoff, the right engine fuel flow showed a spike to 2200 lbs./hr (1000 kg/hr) for one data point, then back to a steady flow of zero.

Conclusions

The Fuel Flow FDR data taken from VS307 is comparable with the Fuel Flow FDR data from the Egypt Air 990 accident which indicated a Fuel Flow of 1300 lbs./hr for 4 seconds following engine shutdown. The Egypt Air 990 Fuel Flow data is also supported by the system review and AMETEK laboratory testing.

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Please contact us if you have any questions.

Very truly yours,

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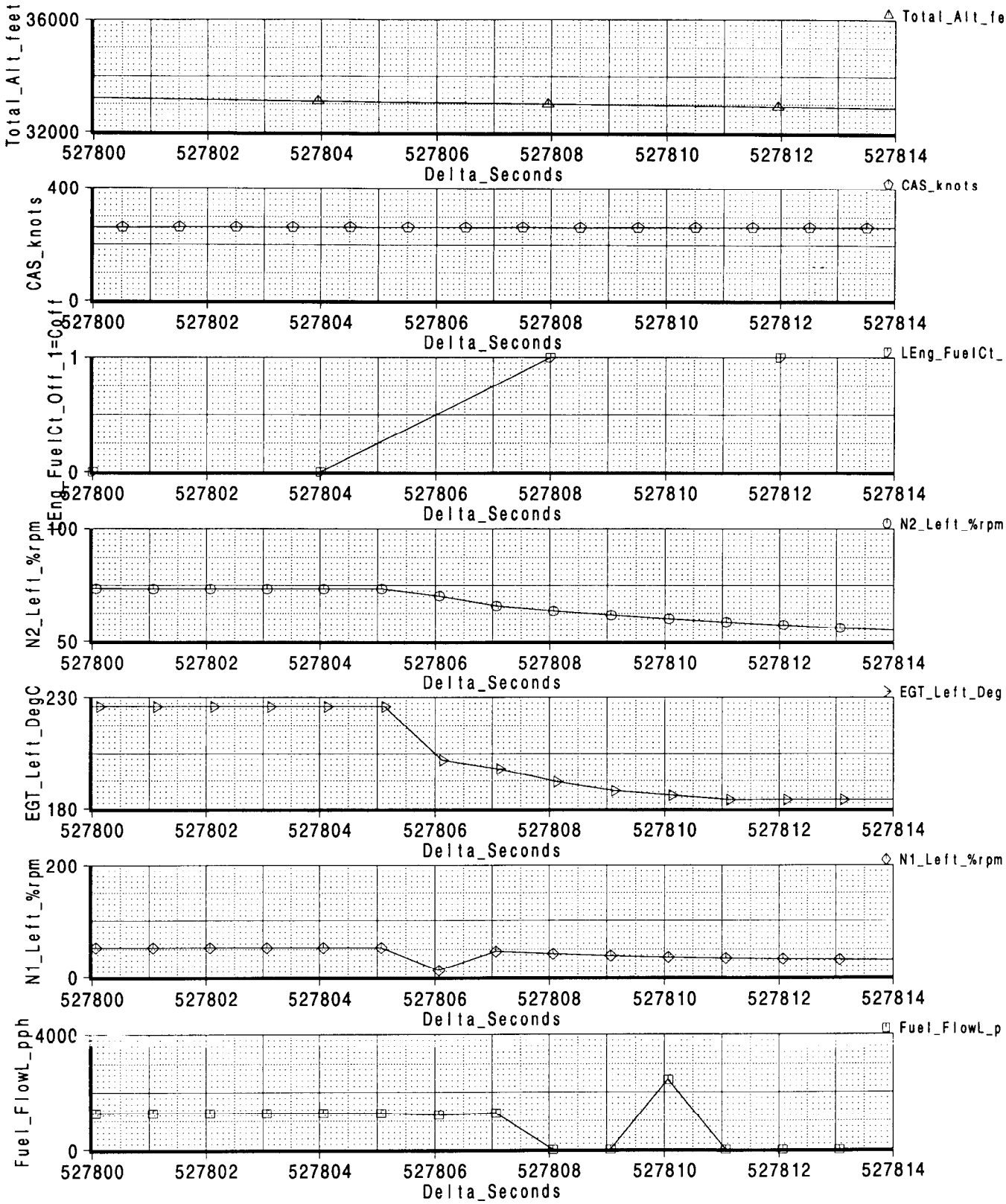
Enclosure:

- Boeing Plots, *767/PW4000/AMETEK Flow Meter, B1 Flight, 1-11-2000, Left (and Right) Engine Shutdown*

Cc: Greg Phillips, AS-10

APPENDIX 6

Enclosure to B-H200
16888-ASI
2 pages



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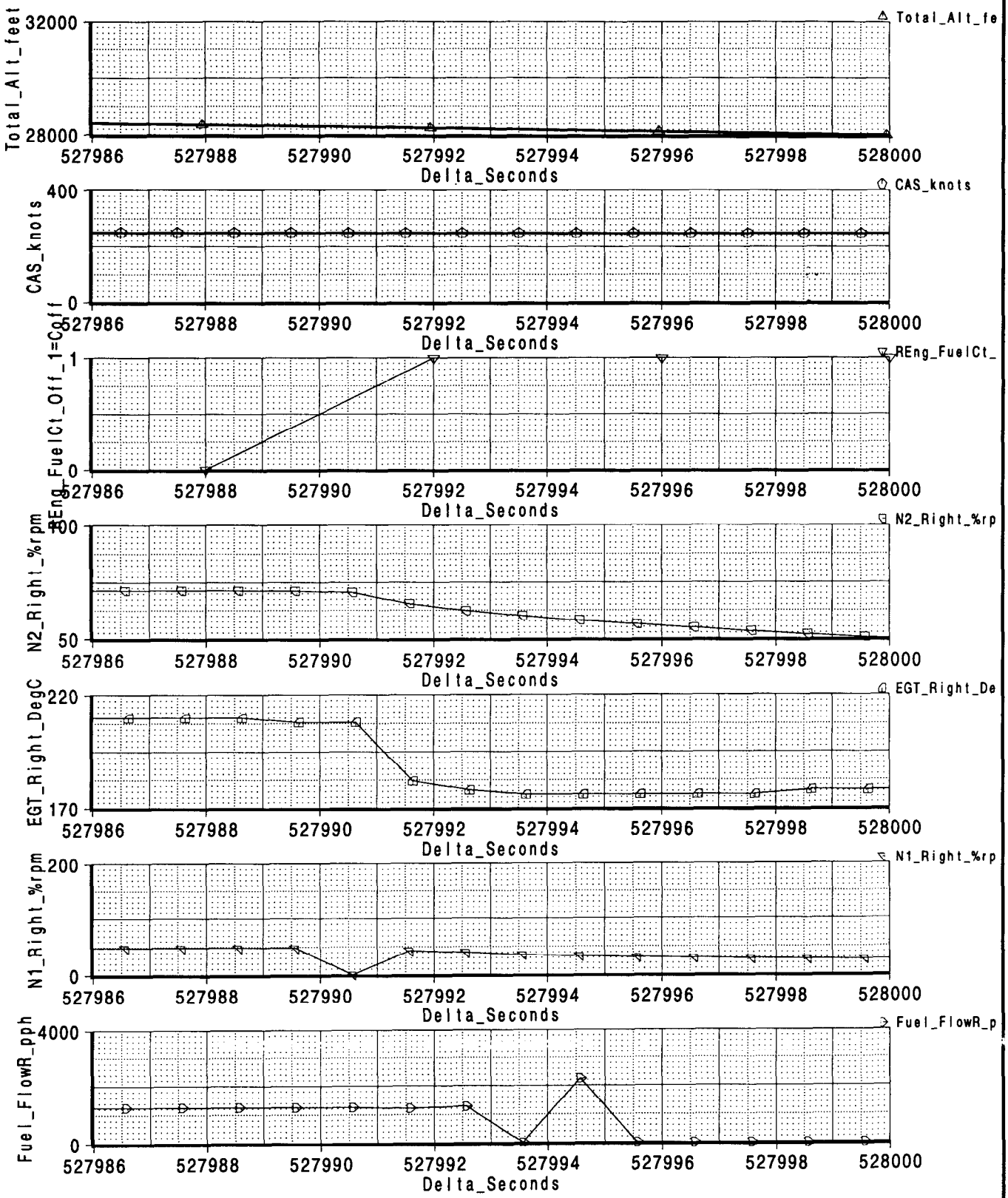

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